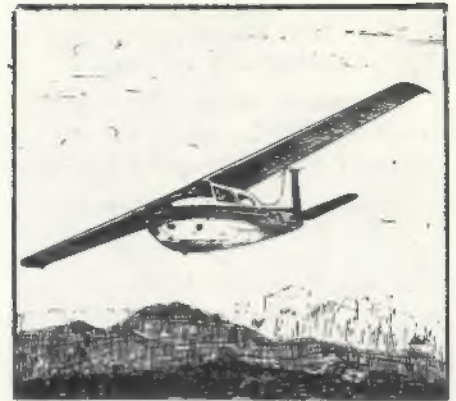




AERIAL PHOTO OF YELLOWSTONE AIRPORT, OPENING JUNE 1.



MONTANA DIVISION OF AERONAUTICS

Vol 27 — No. 5

MONTANA AND THE SKY

May, 1976

NEW DIRECTOR FOR DEPARTMENT OF COMMUNITY AFFAIRS



Judith H. Carlson of Helena was appointed Director of the Department of Community Affairs by Governor Judge to replace Ronald Richards.

Mrs. Carlson has an impressive background in social work and government service. She graduated from Oberlin College, Oberlin, Ohio with a B.A. degree, took her graduate work at Washington University in St. Louis, and received her Masters Degree in Social Work from the University of Minnesota in 1952.

Since coming to Helena she has held the positions of Executive Direc-

tor, Rocky Mountain Development Council; Model City Director for the City of Helena; State and Regional Coordinator for the state of Montana; and Administrative Aide to the Governor.

Mrs. Carlson and her husband Jack have three teenage sons.



OUTSTANDING FLIGHT INSTRUCTOR

Roger Gregson, Lewistown, was named the outstanding flight instructor for the eastern district of Montana. Gregson was presented the award by Dale Uppinghouse, Accident Prevention Specialist from the Billings General Aviation District Office during a meeting of the Central Montana Pilots Association. Bob Simpson is president of the local association.



**DEPARTMENT OF
COMMUNITY AFFAIRS**

Thomas L. Judge, Governor
Judith H. Carlson, Director
Martin T. Mangan, Deputy Director

**Official Monthly Publication
of the**

AERONAUTICS DIVISION

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Helena, Montana 59601

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Edited by: **Bernice M. Peacock**



**MISSOULA AIR SHOW
PLANNED**

The Missoula Area Chamber of Commerce is planning an Air Show at Johnson Bell Field in Missoula on Sunday, June 20, 1976.

Preliminary plans call for various activities including: Fly-overs (jet and helicopter), aircraft rides, parachute jumps, static displays, demonstrations, etc.

Everyone is invited to participate.

PILOT AIDS

Montana Aeronautical Chart...\$2.00

Montana Airport Directory:

Loose leaf binder.....\$1.00

Insert.....\$1.00

Subscription—

Monthly newsletter.....\$1.50

*Administrator's
Column*



I would like to congratulate and welcome Judith Carlson as the new Director for the Department of Community Affairs. After several meetings with Mrs. Carlson and having learned of her awareness and concern about air transportation within the state of Montana, I am very optimistic and looking forward to working with Mrs. Carlson.

I attended the MPA Convention held in Havre April 30—May 2. We were pleased with the beautiful weather and a fun-packed and well planned convention. The business meetings were not only informative but very productive. In particular, I was pleased that the MPA passed a motion to have a committee look into the declining financial situation presently being faced by the Aeronautics Division and to make recommendations regarding future funding of the division.

Other highlights and photos of the convention are covered elsewhere in this publication.

Upon departing Havre Sunday, Jack Wilson and I flew to Philipsburg to attend their airport dedication. Mr. Merrill Riddick, a true aviation pioneer of Montana was honored and the airport dedicated in his name. Dave Kneedler of our office was one of the guest speakers. A large crowd attended this dedication and air show. A nice reception was

held later in the afternoon at the Art Glass Studio in downtown Philipsburg. I would like to thank the Philipsburg Bicentennial Commission for including the Aeronautics Division in their festivities and also congratulate them for a wonderful and memorable event.

It gives me a great deal of pleasure to announce that Bernice Peacock, Administrative Assistant of our office, was chosen Legal Secretary of the Year for the Helena Legal Secretaries Association. Bernice was awarded a beautiful engraved pen set by her colleagues. As you know, Bernice is the editor of this publication and due to a modesty hang-up it has taken some persuasion to make mention of this well-deserved award. My congratulation to Bernice.

I received a letter from Col. M. G. Stratford, Consulting Services, 22036 Collins Street, No. 215, Woodland Hills, CA 91364, and have been advised that Standard Oil Company of California has officially decided to continue the production of 80/87 octane aviation gasoline. Although there is some problem involving invasion of oil company territorial rights, it is expected that a mutual agreement can be set up between other petroleum producers, especially when Standard Oil Company of California expects to provide a product that is not now being provided. Col. Stratford solicits any suggestions you may have regarding the 80/87 octane fuel demands.

I met with Mr. Barbeau, Rocky Mountain Region FAA, and Mr. Strickland, Chief, Airport District Office, FAA, Helena, regarding their meeting at Glasgow Air Force Base on May 12. They advised me that the Department of Defense is interested in turning GAFB over to the Glasgow community. Mr. Barbeau stated that if the city of Glasgow, and in particular the aviation community, concur with this feeling and request the FAA support, they will most likely respond favorably, however, the FAA will definitely not participate in two

airports at Glasgow. They were informed by the Air Force that the ILS system at GAFB will remain operational until May 29 and that the Department of Defense has informed them that a decision must be reached by September 1 or alternate possibilities will then have to be explored.

* * * * *

Ted Mathis, our airport manager at West Yellowstone, has advised the runway is clear and even though the airport is not officially opened until June 1, it can now be used safely by general aviation airplanes.



Bernice Peacock, Aeronautics Administrative Assistant, receives award.

PHILIPSBURG AIRPORT REDEDICATION



By: DAVID C. KNEEDLER, Chief
Airport/Airways Bureau

On Sunday, May 2 we attended a unique airport "rededication." On that day Philipsburg Airport became Riddick Field, named in honor of Mr. Merrill Riddick. Many of us know Mr. Riddick as the presidential candidate of the "magnetohydrodynamics" party, but I for one was sur-

prised and impressed to learn of his pioneering aviation career. His flying career started as a bomber pilot in World War I and took him through the barnstorming era at one point giving airplane rides from a vacant lot adjacent to Massachusetts Avenue in Washington, D.C., to service as an aviator during World War II. At 82 years of age, he is a very alert and interesting gentleman.

The day's activities which were planned as a bicentennial event were well organized by Mr. Mike Kahoe, Chairman of the Granite County Bicentennial Committee. The traditional speeches and ceremonies were followed by numerous sky diving demonstrations put on by the Helena Club. An extensive air show using three different aircraft and lasting essentially throughout the afternoon was put on by folks from the Henley Aerodrome which is north of Coeur d'Alene. In addition to all of that, an old open cockpit Travelair was kept so busy giving rides to interested townspeople that its engine was not even shut down until late afternoon. The day ended perfectly with a complimentary and delicious buffet luncheon.

Our congratulations to Mr. Riddick, to Mike Kahoe, and to Bill Viotor, Airport Manager, for a very well kept airport and to the people of Philipsburg who turned out in such great and enthusiastic numbers.



Merrill K. Riddick and his sister Mrs. W. Everett McLaine from Annapolis, Md., at airport dedication, Philipsburg.

YELLOWSTONE AIRPORT OPENS JUNE 1

By: TED MATHIS, Airport Manager

The Yellowstone Airport will begin its twelfth season when it opens June 1. The airport is located on the west edge of Yellowstone National Park and is two miles north of the city of West Yellowstone, Montana. The airport is open from June 1 to October 1 each year and is closed through the winter months.

During the summer there are six airline flights daily served by Frontier and Western Airlines. Hertz, Avis and National car rental agencies have offices in the terminal building as does the Yellowstone Park Company which provides bus tours through the park. Yellowstone Aviation is the

(Continued on Page 8)



Merrill K. Riddick and pilot Joe Watts aboard 1927 Travel Air 4000 at Philipsburg Dedication.



Miles City Aero Service, Inc. Operations Building.

MILES CITY AERO SERVICE, INC.

By: TED MATHIS

Located at the Miles City Municipal Airport, Miles City Aero Service, Inc. is a full service fixed base operation featuring 80/87, 100 octane and jet fuel, airframe and powerplant maintenance, VA and FAA approved single and multi engine flight instruction as well as all types of charter including air ambulance.

President and owner-operator of Miles City Aero, Inc. is Sig Ugrin. Sig is a native of Black Eagle, Montana, and a graduate of Great Falls High School. He obtained much of his aviation training from California Flyers Flight School and he holds a

Pilots who stop at Miles City Aero will find tie downs and heated hangar space available. Engine pre-heat is available is needed and if you require ground transportation a taxi can be called.

commercial license with ASMEI, flight instructor and instrument ratings. Sig is also a Designated Pilot Examiner and an authorized inspector. He has been flying since 1939 and worked for two flying services in Billings before moving to Miles City to open his own operation. He is active in MPA, MATA and NATA. Sig is married and has two daughters and two sons. One of his sons, Joe, is also active in the flying service with his father.



Joe and Sig Ugrin, co-owners of Miles City Aero.

MPA CONVENTION



By: JACK WILSON, Chief Safety and Education Bureau

The annual convention of the Montana Pilots Association convened in Havre, Montana on Friday, April 30, 1976. Registration began at 3:00 p.m. and a board of directors meeting was also held at 3:00 p.m. at the LeHavre Inn. Beginning at 6:30 there was a poolside champagne hour at the LeHavre Inn, followed by a no-host dinner at 7:30 at Andy's Supper Club.

At 9:30 Saturday morning, May 1, the annual business meeting started with an invocation by Pastor Donald Ryding, and welcomes by Mayor Bernard Good and President Milton Small. First on the program was Mike Ferguson from the Montana Aeronautics Division who covered current legislation and problems being experienced by the Aeronautics Division. The entire morning was spent in general discussion of problems with legislation, taxation, flight service station closures and loss of services. Just before the noon break, there were reports by the President and Treasurer.

The men's luncheon was held at the Eagles Hall from 12:00 to 1:30 and the women's luncheon was held simultaneously at the Iron Horse.

Beginning at 1:30 at the Eagles Hall the annual committee reports, hangar reports, resolutions and the selection of the 1977 MPA convention site were made. Billings was tentatively selected for the next convention. Nomination and election of officers followed. Serving for 1976-77 will be:

Jerry Coldwell, Jordan 59337, President;

John Patten, 650 Stadler, Helena,
Western Vice President;
Frank Stoltz, 708 Palmer, Miles
City 59301, Eastern Vice Presi-
dent;

John Stephens, 845 Third Ave. E.,
Kalispell 59901, Western Direc-
tor;

Carl Harbaugh, Jordan 59337,
Eastern Director;

Morris Rudio, 1115 4th Ave. N.,
Billings 59101, Treasurer;

Mitzi Eades, 300 Riverview, 6th W.,
Great Falls 59404, Secretary.

At 6:00 p.m. the banquet at Eagles Hall was kicked off by master of ceremonies Walt Hensley. The main speaker of the evening was Dave Sclair, publisher of the Western Flyer. Mechanics Safety Awards were presented to Ken Wendland from both the MPA and Montana Aeronautics Division; the Bill Matthews Award went to Leonard Thoe; Senior pilot of the year to H. J. Spiller; Junior Pilot of the Year to Rod Herrig; Outstanding Pilot Award to Al Newby, and the Bent Prop Award to Lyle Sartin.

At 9:00 p.m. there was a dance conducted at the Eagles Hall which ended the festivities for the day.

On Sunday, May 2, beginning at 8:00 a.m. there was a continental fly-away breakfast at the airport as people departed for home.

All MPA members and their families have been invited to the Double Arrow Ranch Spring Fly-In at Seeley Lake June 4, 5 & 6. Meals and lodging will be provided free **only** to members and their families. For reservations only, call 677-2324 before May 31. For more information contact MPA local hangar presidents.



Newly elected State President Jerry Coldwell presents outgoing President Small with Past President Pin.



Mike Ferguson presenting Kenneth Wendland with Mechanic of the Year Award presented by the Aeronautics Division.



Mr. Lufkin of the Control Center addressing the MPA convention.



Conventioners enjoying relaxing moments.

AIRWAY BEACONS

By: GERALD C. BURROWS,
Aviation Representative

Your state Aeronautics Division operates and maintains a system of 12 airway beacons in western Montana. These beacons, used to facilitate VFR night flying, are located on mountain top sites along Victor Airways.

The beacons are routinely serviced four times a year and more often if lightening, forest fires, vandalism or a breakdown of the beacon itself happens.

One of the transformer poles serving the Stoney Point beacon, located 20 miles north of Helena, was recently hit by lightning, blowing out the lightning protector and one of the lines to the beacon tower. Repairs were made one afternoon by our Nav-aids Technician Frank Fleisner and me returning the beacon to service.

We would like to receive your comments on this program. Also, please give us a call if any of the beacons are not working.



Frank Fleisner (see feet on pole) working on power supply to Stoney Point beacon in background.



Jerry Burrows making final transformer connection to Stoney Point Beacon.

AVIATION EDUCATION NOTES

By: SAM GRIGGS, Supervisor

The Aviation & Space Study Outline is now at the printers.

We are booking the NASA Space-mobile throughout the schools within the southern half of the state.

The tour starts at Missoula, with students being bussed in from the smaller outlying towns, and continues eastward through Helena, Butte, Bozeman and a longer lay-over in Billings. Here NASA will host classroom teachers for a two week workshop. Direct assistance will be provided in the classroom. We are hoping that a large majority of local teachers will be able to join this free and most worthwhile educational effort.

Next, the tour includes Miles City and terminates in Glendive.

We have hopes that the outlying small towns, on invitation, will bus their classes into the larger school auditoriums.

We were invited to Whitefish Wednesday, May 19th, and to Corvallis on Friday, May 21st to join their career recognition days.

We gave short talks on aviation careers.

WHAT? AGAIN?

By: DALE UPPINGHOUSE
Accident Prevention Specialist
R.M. GADO 1

Every spring accident prevention counselors, specialists, flight instructors, and other "fuss-budgets" talk about Density Altitude. Gad, do we talk! We also write and carry on about it.

Well, for the benefit of those who may have come in late: Every year pilots and passengers are maimed or killed, not to mention airplanes damaged or destroyed, because of high density altitude. I said, because of high density altitude, but I should have said because the pilot ignored it; or, heaven help us, was not aware of it. If a pilot is aware of the phenomenon there is really no reason for the accident happening, is there?

We suggest that there remains a great deal of misunderstanding concerning D. A. Try this experiment yourself: Ask the next three pilots you meet, "What exactly happens to an airplane when the OAT goes up?" You probably will get answers like, "Well, the air gets thin and the prop doesn't get a good bite," or, "The wing has to go faster to get lift." These answers are true, but the big reason is that the un-supercharged engine isn't getting enough oxygen to breathe. It cannot develop normal power. That power that you have been getting from it all winter isn't there now. High humidity also enters the picture in a small way. Water vapor displaces oxygen and, again, there is less oxygen for the engine. The engine couldn't care less about the other gases in the air. All it can use is oxygen.

What to do about it? Let's not be too anxious to accept intersection takeoffs. Runway behind you is useless. Go in and out of Spotted Bear, Meadowcreek, etc. in the cool of the evening or early morning. Cut out extra weight. That gross weight figure in the book does not hold for air carriers on hot days or short runways. D.A. affects small aircraft the same way. In some respects the small airplane is affected even more because there isn't the huge surplus

of power that most jets have.

Here is one more thing you can do. If you have friends or relatives flying in from east of here or from the west coast, please pass the word. Have a little talk with them—convince them that high Density Altitude can be a killer.

THE BALLAD OF HEZIKIAH DYER

By HARRY W. DEMMERLY
Accident Prevention Specialist
RM-GADO-5, Helena

Hezikiah Dyer, that bold would-be flyer,
Fell in love with a plane.
Hez said to his buddy, "I really must study,
And with a gusto I'll train."

So Hez went to learn and always did yearn,
To beat the talents of Lindberg and Foss.
The instructor he had was a talented lad,
But Hez soon threw him for a loss.

The mistakes that Hez made, were from plans badly laid,
And he would not learn anything.
The opinions he had were terribly bad,
And the airplane he surely would ding.

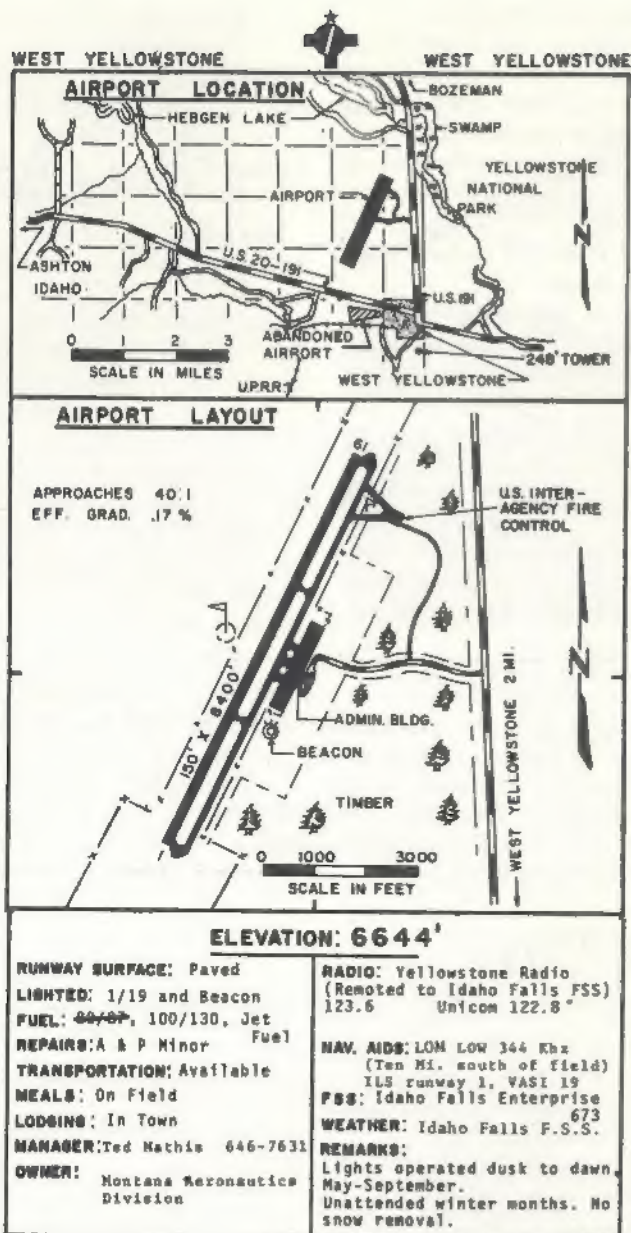
Then one day he flew, by himself in the blue,
The story now takes on a familiar ring.

Seems he knew more and more about less and less
Till he knew everything about nothing.

He did placidly fly, through the perilous sky,
Quite alone and so bold,
'Til the engine did quit, and the airplane did hit
The ground, and Hez never grew old.

Jenny, the chick who lived by the crick,
Was waiting for Hez to come back.

She'd wait and she'd wait until it got late,
But Hez had bought it, alas and alack.



TOWER

OPERATIONS

Total Operations Instrument Operations

MARCH 1976

Billings	9,457	2,322
Great Falls	9,079	2,002
Missoula	7,210	736
Helena	4,949	769

APRIL 1976

Billings	10,624	2,458
Great Falls	9,604	2,004
Missoula	7,384	751
Helena	5,175	675

FAA REMINDER OF NEW AIRPORT SECURITY RULES

Airline travelers are reminded that new aviation security regulations that require screening of checked luggage for explosives went into effect April 15 at airports throughout the United States.

FAA Administrator John L. McCaskey said he does not expect the new procedures will cause delay or other inconvenience to the great majority of passengers. "In fact," he said, "most passengers won't even be aware the screening procedure is being used."

(Continued from Page 3)

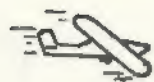
fixed base operator and their office is also in the terminal building. There are direct phone lines available to some of the major hotels and resorts.

There is an excellent restaurant in the terminal open from 7:00 a.m. to 5:00 p.m.

The airport layout is shown elsewhere in this issue.

If I can be of service please feel free to call on me. I would be happy to help you with ground transportation or lodging reservations. My West Yellowstone telephone number is (406) 646-7631.

NOTE: The West Yellowstone NDB will be operational by May 28, 1976 on the same frequency, 338 kHz. The identifier has been changed to "ESY" to avoid confusion with the ILS system.



CALENDAR

June 1—Yellowstone Airport, West Yellowstone, Montana opens for the season.

June 4-6—Double Arrow Guest Ranch Fly-In for MPA members and families only, Seeley Lake.

June 13—Havre Airshow by Jim Franklin Team, Havre.

June 13—Langhus Fly-In, Big Timber.

June 20—Missoula Air Show, Johnson Bell Field, Missoula.

July 10—Wolf Point Wild Horse Stampede and Fly-in.

July 17—Schaefer Meadows Flying Farmer Fly-in.

July 23—Board of Aeronautics Meeting, Helena.

July 25—Big Sky Airport, Fly-In and Buffalo Barbeque, Ennis.

August 1-6—International Flying Farmers Convention, Saskatoon, Saskatchewan.

August 22—Air Show, Hardin.

September 11-12—Vredenburg Fly-In, Fortine.

September 24—Board of Aeronautics Meeting, Helena.

October 1-3—Montana Flying Farmer Convention, Yogo Inn, Lewistown.

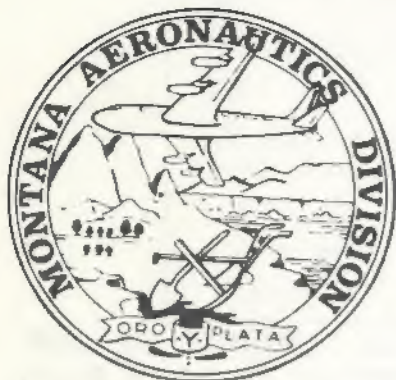
October 26-31—AOPA 1976 Plantation Party, San Antonio, Texas.

November 19—Board of Aeronautics Meeting, Helena.

MEMBER

NATIONAL ASSOCIATION OF STATE AVIATION OFFICIALS

PURPOSE:—"To foster aviation, as an industry, as a mode of transportation for persons and property and as an arm of the national defense; to join with the Federal Government and other groups in **research, development, and advancement of aviation**; to develop uniform laws and regulations; and to otherwise encourage co-operation and mutual aid among the several states."



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Helena, Montana 59601

MAY, 1976

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